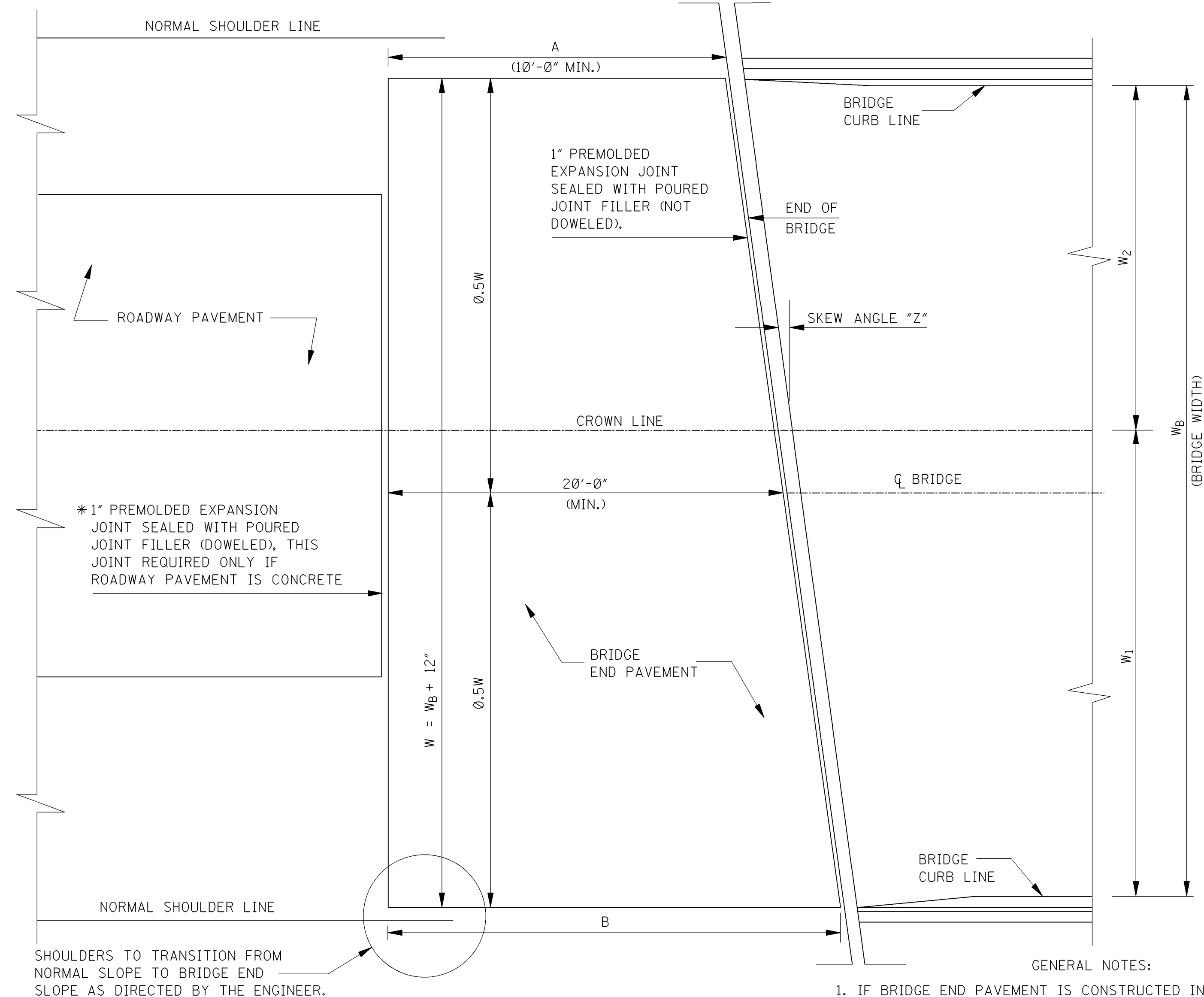
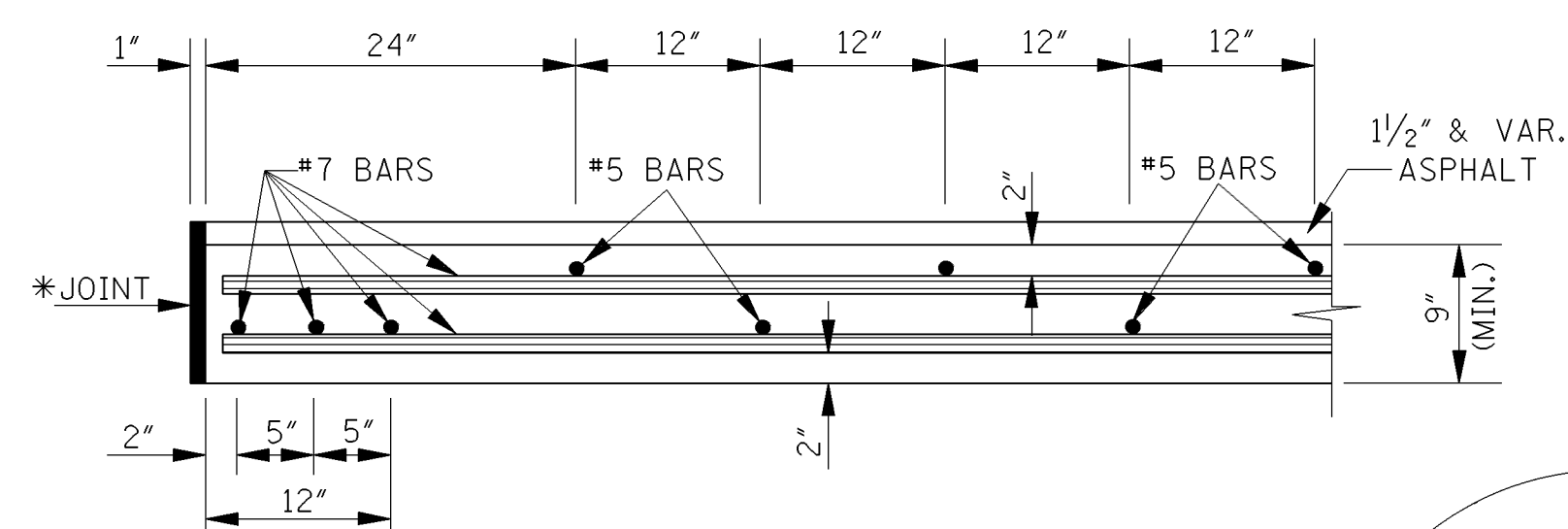


SECTION B-B

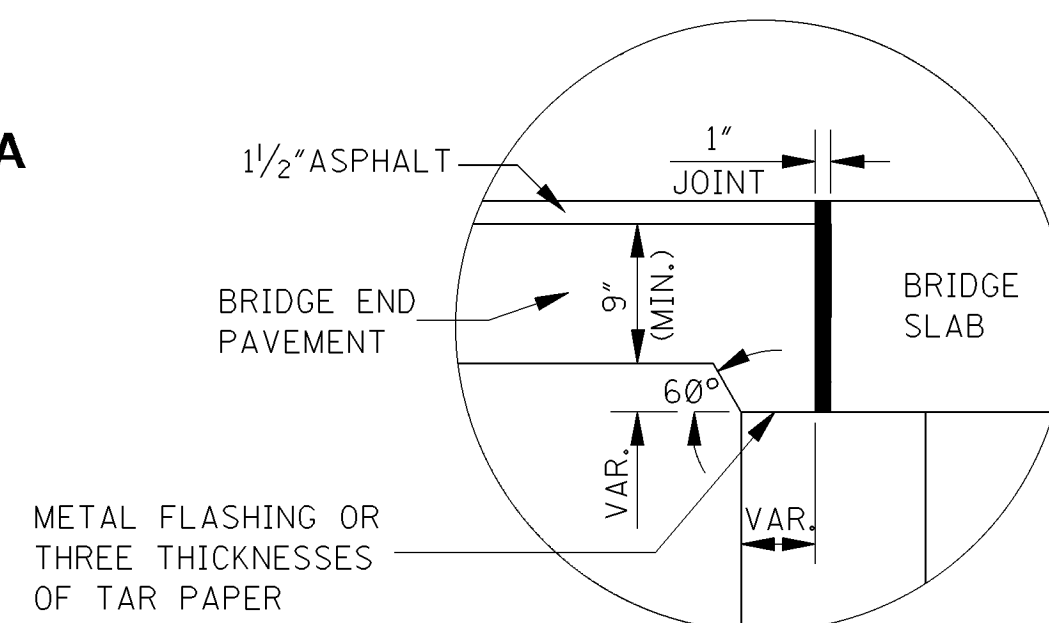


PLAN AT BRIDGE END

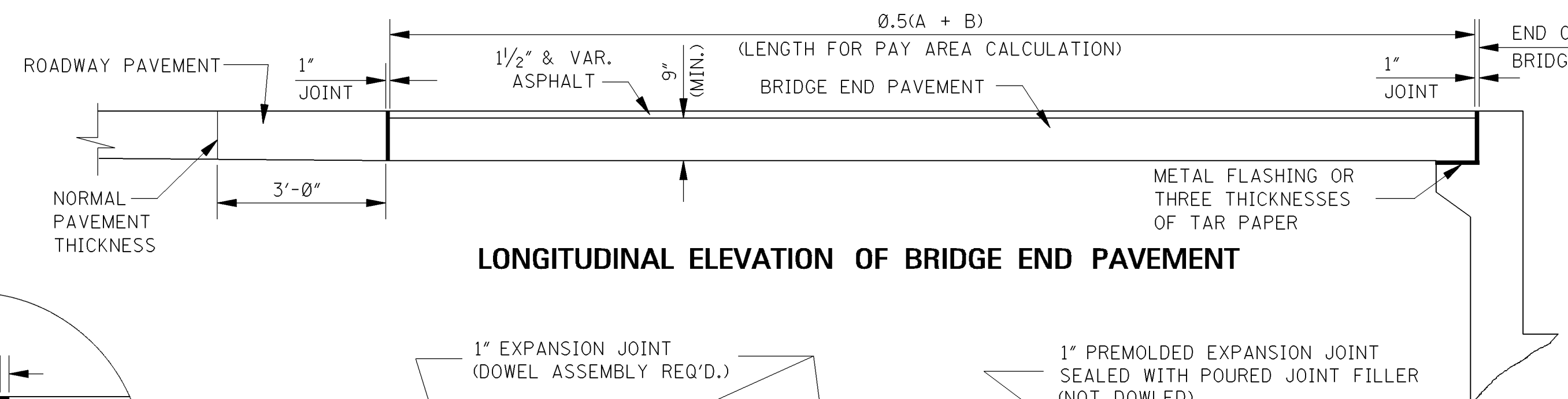
1. IF BRIDGE END PAVEMENT IS CONSTRUCTED IN MORE THAN ONE SECTION, LONGITUDINAL CONSTRUCTION JOINTS WITH TIE BARS WILL BE USED. TIE BARS WILL BE #5 BARS, 30' LONG AND SPACED 30" O.C. SUCH CONSTRUCTION WILL BE USED WHERE INDICATED ON PLANS.
2. DIMENSIONS "A" & "B" ARE BASED ON A MID-LENGTH OF 20'-0". EXCEPT IN NO CASE SHALL "A" BE LESS THAN 10'-0".
3. SEE QUANTITY SECTION OF PLANS FOR DIMENSIONS "W", "W₁", "W₂", "A", "B", SKEW ANGLE "Z" AND QUANTITIES.
4. SPACING OF OUTER LONGITUDINAL EDGE BARS AND TIE BARS MAY BE ADJUSTED TO MEET VARIOUS WIDTHS ("W") OF BRIDGE END PAVEMENT. SPACINGS SHOWN ARE FOR A BRIDGE WIDTH OF 40'-0".
5. REINFORCEMENT (DEFORMED) MAY BE FURNISHED FULL LENGTH OR MAY BE LAPPED. IF BARS ARE LAPPED THEY SHALL BE LAPPED NOT LESS THAN 30 DIAMETERS.
6. IF TOP LIFT IS ANYTHING OTHER THAN 1.5", THE LIFT SHALL BE TRANSITIONED TO 1.5" ACROSS THE LENGTH OF THE BRIDGE END SLAB.



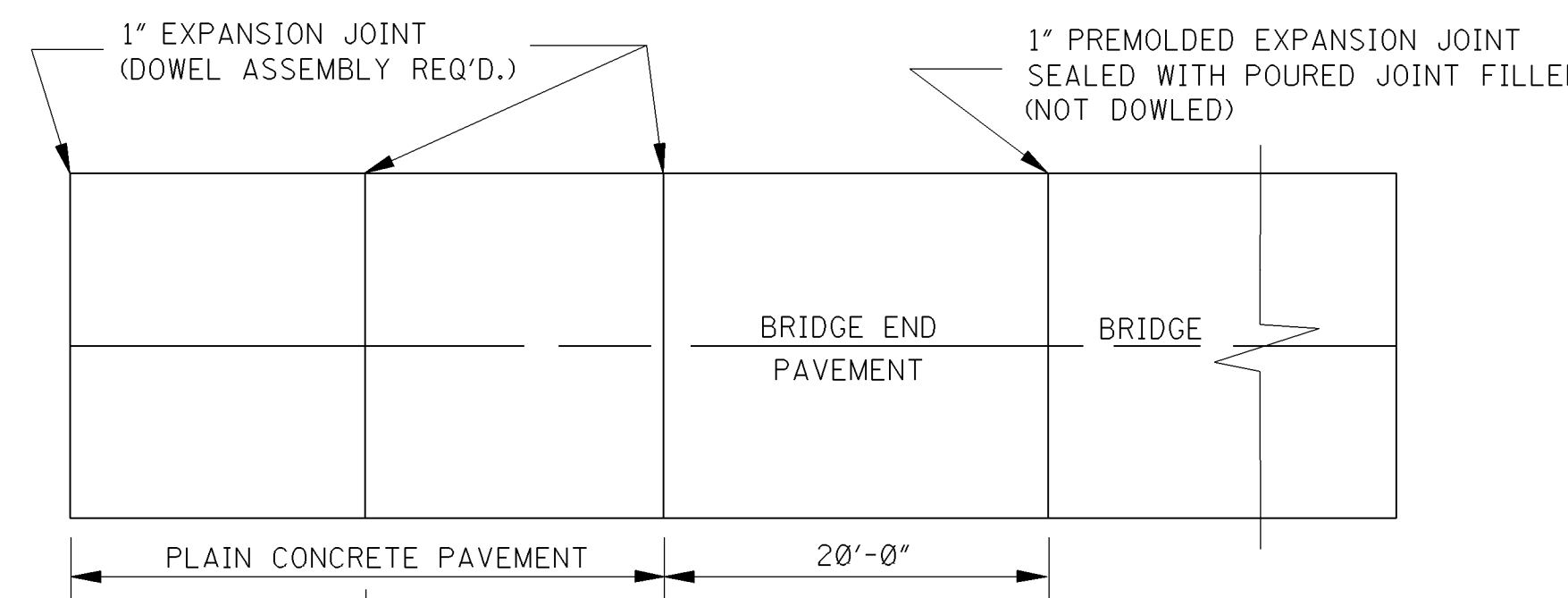
SECTION A-A



DETAIL SHOWING METHOD OF SEATING BRIDGE
END PAVEMENT ON BRIDGES WITH NO PAVING BRACKET



LONGITUDINAL ELEVATION OF BRIDGE END PAVEMENT



PLAN OF EXPANSION JOINTS AND BRIDGE END PAVEMENT

				BY	MISSISSIPPI DEPARTMENT OF TRANSPORTATION				
					BRIDGE END PAVEMENT WITH OVERLAY				
				REVISION					
				DATE	<div> <div>WORKING NUMBER</div> <div>BE-1B</div> <div>SHEET NUMBER</div> </div>				
					FILENAME: BE-1B.DGN DESIGN TEAM SPELL CHECKED REEVES DATE 03-17-10				